

TRAFFIC SAFETY COMMISSION

AGENDA

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Monday, August 7, 2017

5:00 p.m.

Council Chamber
1200 Carlsbad Village Drive

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF MINUTES
4. PUBLIC COMMENTS
5. PREVIOUS BUSINESS
 - A. Poinsettia Lane Speed Limit- Paseo del Norte to Aviara Parkway
 - B. Harbor Drive Project
6. NEW BUSINESS
 - A. Draft Village, Barrio and Beach Area Parking Study
 - B. Use of Neighborhood Electric Vehicles (NEVs) and Golf Carts on Public Road
 - C. Police Monthly Report
7. TRAFFIC SAFETY COMMISSION MEMBER COMMENTS
8. SENIOR TRAFFIC ENGINEER COMMENTS

CERTIFICATE OF POSTING

I do hereby certify that a copy of the foregoing agenda was posted on the door of the Council Chambers at 1:23 PM on FRIDAY

7-29-17 James Dule
Date Signature

NOTICE TO THE PUBLIC:

1. It is the Traffic Safety Commission's Policy to divide meetings into the categories shown below.
2. When you are called to speak, please come forward and state your name and address.
3. Persons with a disability may request an agenda packet in appropriate alternative formats as required by the Americans with Disabilities Act of 1990 by contacting the City Manager's office at 760-434-2821 (voice), 711 (free relay service for TTY users), 760-720-9461 (fax) or manager@carlsbadca.gov by noon on the Friday preceding the meeting. All persons requiring reasonable accommodations or auxiliary aids in order to effectively participate in the meeting may contact the City Manager's office by noon on the Friday preceding the meeting to make such arrangements.
4. PLEASE NOTE: Any agenda related writings or documents provided to the majority of the Traffic Safety Commission after distribution of the Agenda packet will be available for public inspection at the Transportation and Mobility Division located at 1635 Faraday Avenue, Carlsbad, CA 92008. In addition, a binder containing all agenda related writings and documents will be held by the Minutes Clerk at each Traffic Safety Commission meeting and available for public review.
5. **VISUAL MATERIALS FOR TRAFFIC SAFETY COMMISSION:** Visual materials should be submitted to the Transportation Division at 1635 Faraday Avenue no later than noon on the day of a Regular Traffic Safety Commission Meeting. Digital materials will be placed on a computer in the Council Chamber for public presentations. Please label all materials with the agenda item number you are representing. Items submitted for viewing, including presentations/digital materials, will be included in the time limit maximum for speakers. All materials exhibited to the Traffic Safety Commission during the meeting (slides, maps, photos, etc.) are part of the public record and must be kept by the Traffic and Mobility Division for at least 60 days after final action on the matter. Your materials will be returned upon written request. **Video clips cannot be accommodated.**
6. **Meeting Decorum:** Carlsbad Municipal Code sections 1.20.320 and 1.20.330 require members of the public to observe order at this meeting and to conduct themselves in a courteous manner. California Penal Code section 403 makes it a misdemeanor for any person to willfully disturb or break up any assembly or meeting with lawful authority.

PUBLIC COMMENT:

If you desire to speak about an item not listed on the agenda, a **"Request to Speak"** form should be filed with the Minutes Clerk. A total of 15 minutes is provided for the Public Comment portion of the Agenda. Speakers are limited to three (3) minutes each. In conformance with the Brown Act, no action can occur on items presented during Public Comment.

PUBLIC HEARINGS:

Please file a written request to speak on items listed on this agenda as Public Hearings.

ALL OTHER CATEGORIES:

For all other agenda items a **"Request to Speak"** form must be filed with the Minutes Clerk before the item is announced. There is a five (5) minute time limit for individual speakers.

TRAFFIC SAFETY COMMISSION PROCEDURE

For those who are not familiar with the operation of a Traffic Safety Commission, the following is a summary of the procedure:

Per Carlsbad Municipal Code 2.28.050 the Traffic Safety Commission is an advisory commission to the City Council directed to study all matters referred to it concerning traffic safety and pedestrian safety and to make written recommendations to the city council regarding measures that should be taken to promote traffic and pedestrian safety within the city.

The Ralph M. Brown Act (commonly referred to as the "Brown Act") governs open meetings for local government bodies in the state of California. The Brown Act guarantees the public's right to attend and participate in meetings of local legislative bodies and is contained in section 54950 et seq. of the Government Code.

For each item on the agenda, the traffic and mobility staff will present a report to the Traffic Safety Commission. The Traffic Safety Commissioners may then ask clarifying questions about the staff report in advance of the public outreach. The audience will be asked for comment. Those wishing to speak are asked to come forward, speak into the microphone, and give their name and address for the taped record. A time limit of three minutes is allotted to each speaker.

The Traffic Safety Commission is interested to hear all persons wishing to give testimony. However, it is requested that each new speaker add new information, and not repeat points which previous speakers have made. Persons not desiring to speak, but wishing to be recorded as proponents or protesters of record, may do so by submitting their name and address to the minutes clerk.

If anyone wishes to question a Traffic Safety Commission recommendation, they may contact the Traffic and Mobility Division at 1635 Faraday Avenue, between the hours of 7:30 and 5:30, Monday through Thursday, and 8:00 to 5:00 on Friday.

CITY OF CARLSBAD
TRAFFIC SAFETY COMMISSION

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NOTICE OF CANCELLATION

THE TRAFFIC SAFETY COMMISSION MEETING SCHEDULED FOR
MONDAY, JULY 3, 2017, HAS BEEN CANCELLED.

THE NEXT TRAFFIC SAFETY COMMISSION IS SCHEDULED TO BE
HELD ON **MONDAY, AUGUST 7, 2017, AT 5 PM IN THE COUNCIL
CHAMBER.**

IF YOU HAVE ANY QUESTIONS REGARDING THE TRAFFIC
SAFETY COMMISSION, PLEASE CONTACT DOUG BILSE AT 760-
602-7504.

**The Traffic Safety Commission meets on the 1st Monday of each month.*

CERTIFICATE OF POSTING

I do hereby certify that a copy of the foregoing
agenda was posted on the door of the Council
Chambers at 11:15 AM on TUESDAY

6-6-17
Date

James Bilse
Signature

MINUTES

MEETING OF: TRAFFIC SAFETY COMMISSION
DATE OF MEETING: June 5, 2017
TIME OF MEETING: 5:00 p.m.
PLACE OF MEETING: City Council Chamber

1. CALL TO ORDER:

Chair Hunter called the Meeting to order at 5:04 p.m.

2. ROLL CALL:

Present: Chair Chuck Hunter
Vice-Chair Ervin Poka
Commissioner Fred Muir
Commissioner Mona Gocan

DRAFT

Absent: None

Staff Members Present: Doug Bilse, City Traffic Engineer
Craig Williams, Transportation Manager
Lt. Jason Jackowski, Police Department
Sgt. Matt Lowe, Police Department
Jim Gale, Engineering Technician II

3. APPROVAL OF MINUTES:

May 1, 2017

ACTION: Motion by Vice-Chair Poka and seconded by Commissioner Muir to approve the minutes of the meeting held on May 1, 2017 with the following change: In five instances where "Co-Chair Poka" is mentioned, change them to read "Vice-Chair Poka".

VOTE: 4/0
AYES: Hunter, Poka, Muir, Gocan
NOES: None
ABSENT: None
ABSTAIN: None

4. PUBLIC COMMENT:

Cathy Bellon voiced her concern about excessive vehicle speeds on the portion of La Costa Avenue where she lives.

5. PREVIOUS BUSINESS: None**6. NEW BUSINESS:****DRAFT**Police Monthly Report

Sgt. Matt Lowe of the Carlsbad Police Department presented the report including a PowerPoint presentation (on file in the Office of the City Clerk). May was designated *Bicycle and Pedestrian Safety Awareness Month* and the Carlsbad Police Department support included the following activities:

- Focused on a project funded through an Office of Transportation Safety (OTS) grant involving enforcement and education of bicycle and pedestrian safety. Activities involved two weekend enforcement operations along the coast and in the downtown area. The effort focused on jaywalking in the downtown area as well as motorists and bicyclists yielding the right of way to pedestrians in crosswalks.
- Focused on school safety as the end of the school year approaches.
- Responded to traffic and parking complaints at Sage Creek High School and La Costa Meadows Elementary School.
- Deployed a Speed Sentry and extra enforcement on Tamarack Avenue near Highland Drive in response to citizen complaints.

Public comments:

Vickey Syage shared her concerns regarding vehicle speed westbound on Poinsettia Lane near Batiquitos Drive and would like the speed limit to be re-evaluated. She also noted motorists run the red light at the intersection of Poinsettia Lane and Batiquitos Drive.

Treatments for Bicycle Facilities

Transportation Manager Craig Williams presented the report regarding current and upcoming bicycle treatments, including a PowerPoint presentation (on file in the Office of the City Clerk).

Commissioner comments:

Commissioner Muir asked if a motorist approaching a signalized intersection could be cited for proceeding past the limit line but not encroaching into the crosswalk. Sergeant Lowe responded that a driver (including cyclists) would be cited for disobeying a lawful sign, the accompanying sign that reads YIELD HERE TO PEDESTRIANS posted adjacent to the yield

limit line.

Commissioner Muir also inquired about how the green bike lanes hold up for cyclists when wet. Senior Traffic Engineer Doug Bilse explained that they are designed with a grit compound to maintain traction during wet conditions.

Commissioner Gocan asked how a raised crosswalk is safer for pedestrians compared to an at-grade crosswalk. Mr. Williams explained that a raised crosswalk functions like a speed hump for motorists and the CAMUTCD is clear regarding its specifications and the signing that shall accompany it.

Commissioner Muir asked why one slide showed a bike lane on the left side of the travel lanes on a one-way street. Mr. Williams replied that an agency can place a bike lane on either side of travel lanes along a one-way street.

Commissioner Poka asked if the delineators used adjacent to a bike lane are flexible with concerns about being struck by a motorist. Mr. Williams said they are flexible and would not damage a vehicle that hits them.

DRAFT

7. REPORT FROM SENIOR TRAFFIC ENGINEER:

- a) The objective of Mr. Williams' presentation was to educate Traffic Safety Commissioners in advance of future agenda items related to bicycle facilities. The commissioners were invited to request training related to traffic safety issues and that appropriate items would be added to future agendas.
- b) As a follow up to commissioner comments at a previous TSC meeting, the City's Community Economic Department has been asked to make a determination on the need to maintain a signalized access to the hotel grounds at the intersection of Aviara Parkway/Kingfisher Drive. The traffic signal could be deactivated if this access point can be limited to right in/right out movements by extending the median through the intersection.
- c) There is a raised crosswalk being proposed on Gateway Road at the intersection of Campbell Place as part of the ViaSat campus expansion. The plans need City Council approval as part of the design immunity process and may be brought to this commission as needed.
- d) Regarding comments made about La Costa Avenue between El Camino Real and Rancho Santa Fe Road, upcoming pavement management (i.e., repaving the roadway) might be used to complete the lane reduction and enhanced bicycle lane striping in the eastbound direction of travel.
- e) Legislation is being considered at the state level to differentiate between various traffic infractions including running a red light and turning right on red without stopping.

8. TRAFFIC SAFETY COMMISSIONER COMMENTS:

- a) Commissioner Gocan inquired as to when El Camino Real north of College Boulevard will be widened to three northbound. Mr. Bilse said that roadway widening project is expected to be a condition of approval when the adjacent development eventually occurs and there is no timeline for this event.
- b) Commissioner Gocan commented on two recent fatalities on the railroad tracks and requested a status report on the project to trench the railroad tracks through the village area; Mr. Williams responded the city is researching funding sources for the project that is estimated to cost between \$300M to \$400M. Commissioner Gocan requested trimming vegetation adjacent to the railroad to improve pedestrian views of approaching trains; Mr. Williams committed to contact North County Transit District (NCTD) staff with that request.
- c) Chair Hunter requested a status report on the Harbor Drive traffic calming improvements. Mr. Bilse responded that staff is preparing the plans; Mr. Williams added that staff is meeting with representatives of the Fire Department as part of the design process.
- d) Mr. Bilse announced the cancellation of the July meeting and stated the next meeting is scheduled for Monday, August 7, 2017.
- e) Chair Hunter requested adjusting the flashing beacon lights at the marked crosswalks on Carlsbad Boulevard between Tamarack and Pine so that motorists see the lights as they approach the intersections.
- f) Chair Hunter asked about pneumatic tubes he has recently seen on Carlsbad Boulevard. Mr. Bilse said several locations are being counted throughout the city as part of a traffic counting contract to assist staff on several transportation-related projects.
- g) Chair Hunter requested a future agenda item regarding traffic volumes.
- h) Commissioner Gocan asked whether a traffic study could be done at the intersection of Aviara Parkway at Poinsettia Lane based on the public comments and those of the Police at today's meeting regarding a recent severe traffic collision. Mr. Bilse said he could bring the current Engineering and Traffic Survey to a future meeting for the commission to see.

9. ADJOURNMENT:

By proper motion, Chair Hunter adjourned the meeting of June 5, 2017 at 6:26 p.m.

Respectfully submitted,

James Gale
Engineering Technician II

DRAFT

CITY OF CARLSBAD
TRAFFIC SAFETY COMMISSION
STAFF REPORT

COMMITTEE MEETING OF: August 7, 2017

ITEM NO. 5-A

LOCATION: Poinsettia Lane – Paseo del Norte to Aviara Parkway

INITIATED BY: Vickey Syage

REQUESTED ACTION: Information only

BACKGROUND:

At their June meeting, Traffic Safety Commission requested staff prepare a presentation on the posted speed limit on Poinsettia Lane between Paseo del Norte and Aviara Parkway.

SETTING SPEED LIMITS:

A fundamental tenet is that laws are enacted to protect the majority of the public by regulating the unsafe or unreasonable actions of the few. Establishing defensible speed limits and installing appropriate signage is critical to successful police enforcement. City staff follows the California Vehicle Code and Caltrans criteria to propose a legally defensible speed limit.

In some cases a road meets specific criteria established in the California Vehicle Code and a default speed limit is established without city council action. For example, a road that meets the specific criteria to be classified as a resident district can have a posted speed limit of 25 mph.

In other cases, a “prima facie” speed limit must be established according to the California Vehicle Code that calls for speed limits to be based on the reasonable speed for a driver to operate a vehicle under ideal conditions in off-peak free flowing conditions. City staff use the Caltrans criteria to determine this reasonable speed and propose a recommended speed limit. Based on staff recommendations, the City Council adopts an ordinance establishing the speed limit at a public meeting. Appropriate regulatory speed limit signs are then posted in compliance with the California Manual on Uniform Traffic Control Devices (CAMUTCD). Police can cite violators that exceed the posted speed limit with confidence the citation will be upheld in court. When speed limits have been reasonably set, the enforcement efforts of the Carlsbad Police Department are more effective.

Among many factors, the three most persuasive issues considered when setting a realistic, or rational, speed limit are:

1. 85th percentile speed (critical speed)
2. Collision history
3. Conditions that may not be readily apparent to the driver

The premise implied in speed zoning is that 85% (eighty-five percent) of the drivers operate their vehicles at a reasonable speed. The 85th percentile speed, often referred to as the "critical speed", is the speed which 85% of the drivers are traveling at or below. Drivers that operate their vehicle at speeds higher than the 85th percentile speed are considered to be driving at an excessive speed. The speed limit is set at the five mph increment that is at or just below this critical speed- unless there are conditions not readily apparent to the driver (e.g., an unusual collision history).

A comprehensive review of the collision history on a roadway is another important element in the process to establish a speed limit. In the collision analysis, factors such as collision frequency, type, severity, road conditions, road geometry, lighting conditions, and spatial distribution of the collisions are all considered. The review of collisions will also reveal if there is a high incidence of speed-related collisions on the road at specific locations. However, absent a significant collision history attributed to speed, it may be concluded that drivers are operating their vehicle in a reasonable and prudent manner at a speed at or below the critical speed used to establish the speed limit. If the collision history supports a lower speed limit, or there exist other conditions not readily apparent to the driver, the speed limit can be established using a speed that is 5 mph below the critical speed.

Speed limits should not be lowered for conditions that are readily apparent to the driver, such as driveways with direct access to the road. Conditions not readily apparent to the driver can be used to lower the speed limit an additional 5 mph, but are sometimes successfully challenged in court. For unusual conditions or conditions not readily apparent to motor vehicle operators, appropriate warning devices should be considered in lieu of lowering the speed limit.

Voluntary public compliance with the posted speed limit is the goal of determining and posting a realistic prima facie speed limit. A speed limit based on the critical speed provides for the regulation of unreasonable behavior by a few individuals. A legally defensible speed limit is based on a factual foundation, fair and reasonable, and related to roadway risk. Posted speed limits reflect a balance of the various factors specific to the roadway. As a result, roadway safety can be improved and community concerns about traffic speed are appropriately and legally addressed.

BASIS OF ACTION:

The proposed speed limit for the road segment discussed in this report is regulated by section 22357(a) of the California Vehicle Code: "Whenever a local authority

determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street and shall not thereafter be revised except upon the basis of an engineering and traffic survey. This section does not apply to any 25 mile per hour prima facie limit which is applicable when passing a school building or the grounds thereof or when passing a senior center or other facility primarily used by senior citizens."

DATA:

This portion of Poinsettia Lane is classified as a major arterial and has 2 travel lanes in each direction. The road follows a curvilinear alignment with grades ranging from 1% to 7% and has a curb-to-curb width of 82 feet with landscaped medians. This roadway section does not meet the definition of a resident district according to the California Vehicle Code and a "prima facie" speed limit must be established according to the California Vehicle Code.

Signalized intersections exist at Paseo del Norte, Batiquitos Drive, Snapdragon Drive, Crystalline Drive, and Aviara Parkway which are all public streets. Adjacent land uses include single-family & multi-family residential, a fire station and open space. An interchange with Interstate 5 is located on Poinsettia Lane west of Paseo del Norte with nearby land uses including shopping centers and hotels.

As indicated on Table A, staff conducted a speed survey on Poinsettia Lane on January 6, 2010 to obtain data to calculate the critical speed of vehicles. The critical speed, commonly called the 85th percentile speed, is the free flowing speed at which 85 percent of the vehicles are traveling at or below. A sample of 50 vehicles in each direction of travel was measured to determine the critical speed. The critical speed is an important factor required to be considered in the evaluation of the appropriate prima facie speed to post upon a roadway. The pace speed is the 10 mile per hour range of speeds that contain the highest number of observed vehicles.

**TABLE A
SPEED SURVEY DATA FOR POINSETTIA LANE**

Survey Date	Location	Direction	Critical Speed (MPH)	Pace Speed (MPH)	% in Pace
1/06/10	Poinsettia Lane west of Snapdragon Drive	WB/EB	51	41-51	80%

On January 6, 2010, traffic counts were obtained on Poinsettia Lane to measure the two-way, 24-hour average daily traffic volume. The count data is indicated on Table B.

**TABLE B
24-HOUR TRAFFIC VOLUMES**

Date	Location	24-Hour ADT
1/06/10	West of Aviara Parkway	17,790

Staff reviewed the Police Department traffic collision reports for the two-year period from January 1, 2008 through December 31, 2009. During that time there were sixteen (16) reported traffic collision related to speed resulting in a collision rate of 1.16 collisions per million vehicle miles which was significantly lower than the statewide average for roadway sections with similar classification.

Based upon the results of the Engineering and Traffic Survey, the Traffic Safety Coordinating Committee recommended establishing a 50 mile per hour prima facie speed limit upon Poinsettia Lane between Paseo del Norte and Aviara Parkway. This speed limit was recommended for approval by the Traffic Safety Commission and approved by the City Council.

On January 10, 2017 the Speed and Traffic Survey for this section of roadway was extended for an expiration date of January 6, 2020. (See attached extension letter). Staff reviewed the data used to establish the existing speed limit on Poinsettia Lane between Paseo del Norte and Aviara Parkway at this time and found that it meets the current standards. The current speed limit of 50 mph complies with current vehicle codes and standard Traffic Engineering practices.

Attachments:

1. Engineering and Traffic Survey
2. Extension Letter

RECOMMENDATION:

None. This item is informational only.

NECESSARY CITY COUNCIL ACTION:

None. This item is informational only.

CITY OF CARLSBAD ENGINEERING AND TRAFFIC SURVEY

STREET: Poinsettia Lane

LIMITS: Paseo del Norte to Aviara Parkway

FACTORS		
A. <u>Prevailing Speed Data:</u>	Direction: Eastbound/Westbound	Direction: Eastbound/Westbound
Date of Speed Survey Location of Speed Survey 85th Percentile 10 MPH Pace Percent in Pace Posted Speed Limit	1/06/10 0.1 Mi. w/o Snapdragon Drive 51 MPH 41 to 51, 42 to 52 MPH 80% 50 MPH	1/06/10 150' w/o Crystalline Drive 50 MPH 43 to 53 MPH 78% 50 MPH
B. <u>Midblock Accident History:</u> (1/01/08 through 12/31/09)		
Speed-Related Accidents Total Accidents Accidents/Million Vehicle Miles (MVM) California Statewide Accidents/MVM	16 16 1.16 1.84 (2006 State Rate for 4 or More Divided Lanes)	
C. <u>Traffic Factors:</u>		
Average Daily Traffic Traffic Controls Pedestrian/Bicycle Traffic Bicycle Lanes On-Street Parking Other	26,099 – East of Paseo del Norte (7/15/09) 17,790 – West of Aviara Parkway (1/06/10) Traffic Signals at Paseo del Norte, Batiquitos Drive, Snapdragon Drive, Crystalline Drive, and Aviara Parkway. Light Bicycle Lane on Each Side Parking Prohibited on Each Side Bus Route; Bike Route per Circulation Element of the General Plan	
D. <u>Roadway Factors:</u>		
Circulation Element Street Classification Length of Segment Roadway Width Number of Lanes Vertical Alignment Horizontal Alignment Sidewalks Driveways Street Lighting	Major Arterial 0.86 Miles 82 Feet (Curb-to-Curb) 2 Lanes Each Direction Roadway Grades Vary from 0.61% to 7.00% Curvilinear Sidewalk on Each Side One Driveway Street Lights on Each Side	
E. <u>Special Conditions:</u>	Travel lanes are separated by a raised, landscaped median.	
F. <u>Adjacent Land Uses:</u>	Fire Station, Single-Family and Multi-Family Residential.	
G. <u>Remarks/Conditions Not Readily Apparent:</u>	Two eastbound travel lanes are restriped at Aviara Parkway to include one through lane and two right-turn only lanes.	
H. <u>Traffic Engineer's Recommendation (Explanation):</u>	This speed zone satisfies the conditions of Section 627 of the California Vehicle Code and has been prepared and evaluated in accordance with the Caltrans Traffic Operations Policy Directive 09-04 Effective July 1, 2009 and the California Manual on Uniform Traffic Control Devices with respect to design and prevailing speeds, accident records, pedestrian and bicyclist safety, intersection and driveway spacing, and roadside and traffic conditions not readily apparent to the driver. A speed limit posting of 50 MPH is found to be appropriate and justified.	
I. <u>Approvals:</u>		
<input checked="" type="checkbox"/> Recertification of existing speed zone per Sections 22357, 22358 and 40802 of the California Vehicle Code. <input type="checkbox"/> Establishment of new speed zone.		
Approved <u>Robert T. Johnson Jr.</u> 1/14/10 City Engineer Date CA RCE 28515 Registration expires 3/31/10		

NOTE: Appropriate speed survey(s) is /are attached hereto and made a part hereof.

January 10, 2017

TO: TRAFFIC LIEUTENANT, Jason Jackowski
FROM: City Traffic Engineer, Doug Bilse

EXPIRATION OF SPEED ZONES

I have reviewed the following sections of roadway listed below and have determined that no significant changes in roadway or traffic conditions have occurred since the last Engineering and Traffic Survey was conducted for each of the roadways, including changes in adjoining property or land use, roadway width, or traffic volume.

Street Name	Limits	Posted Speed Limit	Speed Survey Date	Expiration Date
Corte de la Vista	Alicante Road to Easterly Terminus	35 mph	3/31/10	3/31/20
Paseo Acampo	Paseo Hermosa to Rancho Bravado	25 mph	3/30/10	3/30/20
Poinsettia Lane	Paseo del Norte to Aviara Parkway	50 mph	1/06/10	1/06/20
Poinsettia Lane	Aviara Parkway to Cassia Road	50 mph	1/07/10	1/07/20
The Crossings Drive	Northerly Terminus to Palomar Airport Rd.	40 mph	1/07/10	1/07/20

Based on these findings and the provisions contained in the California Vehicle Code Section 40802, the roadway segments shown above shall not be considered speed traps and the Engineering and Traffic Survey associated with the referenced roadway sections shall be valid for a period of ten years from the date of speed survey.



DOUG BILSE, T.E.
City Traffic Engineer
Traffic & Mobility



CITY OF CARLSBAD
TRAFFIC SAFETY COMMISSION
STAFF REPORT

COMMISSION MEETING OF: August 7, 2017

ITEM NO. 5B

LOCATION: Harbor Drive

INITIATED BY: Michael Shannon

REQUESTED ACTION: Update on proposed traffic calming features on Harbor Drive

BACKGROUND:

Harbor Drive is a cul-de-sac street with access from Chinguapin Avenue. A pedestrian path to Aqua Hedionda Lagoon is located at the south end of Harbor Drive. Traffic data collected September 2016 estimates that the average daily traffic using Harbor Drive ranges from 191 to 298 vehicles. This traffic consists of visitors to Aqua Hedionda Lagoon, residents who live in the 18 homes, as well as residents, visitors and deliveries to the apartment complex which fronts the lagoon. The street is 36 feet wide, and parking is permitted on both sides of the street.

At its meeting on April 10, 2017, the Traffic Safety Commissioners voted to support a project to delineate a pedestrian walking area along Harbor Drive and include traffic calming measures to reduce vehicle speed on the street.

DATA:

Staff will present an update on the proposed course of action for implementing traffic calming measures on Harbor Drive.

NECESSARY CITY COUNCIL ACTION:

No City Council action is required for this item.

CITY OF CARLSBAD
TRAFFIC SAFETY COMMISSION
STAFF REPORT

COMMISSION MEETING OF: August 7, 2017

ITEM NO. 6-A

LOCATION: Village, Barrio & Beach area

INITIATED BY: Pam Drew, Associate Planner

REQUESTED ACTION: Receive presentation on the draft Parking Management Plan for the Village, Barrio and Beach Area Parking Study

BACKGROUND:

Since May 2016, city staff and their consulting team have conducted a thorough analysis of the study area's existing parking supply and demand, future parking needs, and parking management practices of comparable cities. The result of this effort is contained in three technical memoranda:

TM 1 – Data Collection and Analysis

TM 2 – Future Parking Scenarios

TM 3 – Program Evaluation, Peer Reviews, and Best Management Practices

These technical memos informed the preparation of the Parking Management Plan and the recommended management strategies in it. The draft Parking Management Plan has been previously distributed to the Planning Commission, posted to the City of Carlsbad website (<http://www.carlsbadca.gov/services/depts/planning/psreports.asp>), distributed to the libraries, City Hall, Faraday Office, Senior Center and on file at the Carlsbad Planning Division. Included with the draft plan is an executive summary of the key findings and strategies that could be implemented in the forthcoming Village and Barrio Master Plan.

BASIS OF ACTION:

This meeting is an opportunity for city staff to hear input from the community and Traffic Safety Commission on the draft Parking Management Plan. No formal action will be taken at this meeting; however, input on the draft plan will be summarized and forwarded to the City Council for their consideration when they receive a similar presentation of the draft plan in August. Input and direction received will be used to prepare the final Parking Management Plan, which will be presented to the City Council for acceptance later this year. As appropriate, recommendations from the Parking Management Plan will then be incorporated into the revised draft Village and Barrio Master Plan, which is anticipated to be completed later this year.

RECOMMENDATION:

Receive presentation on the draft Parking Management Plan, public testimony, and provide Commission comment regarding the plan.

NECESSARY CITY COUNCIL ACTION:

This presentation is informational only. As a result of the parking study, a Parking Management Plan will be developed. The Parking Management Plan will be reviewed and accepted by the City Council in the fall of 2017.

CITY OF CARLSBAD

TRAFFIC SAFETY COMMISSION

STAFF REPORT

COMMISSION MEETING OF: August 7, 2017

ITEM NO. 6-B

LOCATION: Citywide

INITIATED BY: Staff

REQUESTED ACTION: Information only. Clarify legal operations of neighborhood electric vehicles (NEV) and golf carts on public roads.

BACKGROUND:

Concerns about global climate change include the potential effects of excessive greenhouse gasses in the atmosphere. The City of Carlsbad recently approved the Climate Action Plan (CAP) that identified the following measure the city can implement to reduce greenhouse gas emissions: "Promote an Increase in the Amount of Zero-Emissions Vehicle Travel." The CAP supports the use of zero-emission vehicles with the following objectives:

- provide electric charging stations for the general public,
- dedicate public parking spaces, and
- adopt ordinances for charging stations in new residential developments.

This report reviews California Vehicle Code (CVC) regulations that define and govern the use of zero-emission vehicles classified as Neighborhood Electric Vehicles (NEV) and golf carts.

California Vehicle Code (CVC) Definition of Vehicles

Regular Motor Vehicles (Highway-Legal Passenger Vehicle)

Most vehicles driven in California are allowed to legally operate on state highways after they have been:

- certified to fully meet the Federal Motor Vehicle Safety (FMVS) standards
- registered with the Department of Motor Vehicles and assigned a 17-digit vehicle identification number (VIN)

Neighborhood Electric Vehicle (NEVs)

An NEV is treated as a "Low-Speed Vehicle" in the CVC (§§385.5, 21250). To get registered as an NEV the vehicle must be designed to:

- operate with 4 wheels contacting the pavement
- reach a speed of 20 miles per hour (mph) within one mile on a paved level surface
- operate at no more than 25 mph
- transport no more than four (4) passengers including the driver
- have a vehicle weight under 3,000 pounds
- include certain equipment (see Table 1) and meet *modified* FMVS standards for NEVs
- be registered with the Department of Motor Vehicles and assigned a VIN

Golf Carts

A Golf Cart is defined in the CVC (§345) as a motorized vehicle that is not required to meet specific safety standards, does not require to be registered and must generally follow the equipment requirements of a motorcycle (§24001.5). The CVC defines a golf cart as a vehicle that is designed to:

- operate with at least 3 wheels
- carry golf equipment
- operate at no more than 15 mph
- transport no more than two (2) passengers including the driver
- have a vehicle weight under 1,300 pounds
- meet the equipment standards established by the California Highway Patrol for a motorcycle, motorized bicycle, and motor driven cycle (CHP 888)
- DMV registration is not required (i.e., no VIN needed) if operated within one mile of a golf course.

Modifications

- If an NEV is modified to operate above 25 mph the vehicle will need to be required to meet the FMVS standard for a highway-legal passenger vehicle in order to legally operate on a public road.
- A golf cart cannot be modified for registration purposes as an NEV. A golf cart modified to operate above 15 mph or transport more than 2 people (including the driver) will need to be required to meet the FMVS standard for a highway-legal passenger vehicle in order to operate legally on a public road.

California Vehicle Codes (CVCs) Regulating Use of NEVs and Golf Carts on Public Roads

Neighborhood Electric Vehicle (NEVs)

The driver of an NEV must have a valid driver's license and have proof of adequate insurance. An NEV is allowed to operate on roads with a posted speed limit of 35 mph or less. Unless the local authority has taken appropriate action, an NEV must cross state highways only at controlled intersections; while an NEV can cross any other type of public road (regardless of the posted speed limit) at any intersection of approximately 90 degrees. An NEV can be operated as a golf cart within a distance of one mile from a golf course or on roads designated for such operation by ordinance or resolution by a local authority. A local authority can, by ordinance or resolution, restrict or prohibit the use of NEVs on public roads.

Golf Carts

In general a golf cart cannot be legally driven on a public road or bicycle facility (§21209) unless the local agency has adopted an ordinance or resolution allowing this use and appropriate signs are posted; the agency must limit the operation of golf carts to:

- roads located within one-mile of a golf course
- roads with a maximum speed limit of 25 mph
- crossings on roadways: a) immediately adjacent to golf courses and b) with a posted speed limit of 45 mph or less

Table 1: Use of Golf Carts and Neighborhood Electric Vehicles (NEV) on Public Roads		
Item	Golf Cart	Neighborhood Electric Vehicle (NEV)
Vehicle Speed	Cannot operate above 15 mph	Cannot operate above 25 mph and must be able to achieve 20 mph speed
Equipment Required	<ul style="list-style-type: none"> • Front/rear turn signal indicators • At least one headlamp, tail lamp, and stop lamp • Rearview mirror • Safety glazed windshield with windshield wipers • Reflectors on the rear, front and side of vehicle • Horn • Fenders 	Generally the same as a golf cart plus: <ul style="list-style-type: none"> • Seat belts (lap only, or lap and shoulder) • Parking brake
Default Road Restrictions	Cannot be used on public roads unless a resolution or ordinance has been adopted by the local authority (City Council).	Cannot drive on roads with speed limit above 35 mph unless a neighborhood electric vehicle transportation plan has been adopted by the local authority.
Vehicle Registration	Not required if driven within one mile of a golf course	Registration required and must meet Federal Motor Vehicle Safety (FMVS) standards.
Certification and VIN	No applicable FMVS standard and cannot be given a VIN	Meets modified FMVS standards and given a VIN
Modification	If modified to travel above 15 mph or seat more than 2 people, it is treated like a regular passenger vehicle (i.e., cannot be upgraded to an NEV)	If modified to travel in excess of 25 mph treated like a regular passenger vehicle
Pertinent CVC Codes	CVC §§345, 4019, 21114.5, 21115, 21115.1, 21209, 21716, 24001.5	CVC §§385.5, 2115, 21250-21266, 21266

RECOMMENDATION:

Information only.

NECESSARY CITY COUNCIL ACTION:

None.